



VOL. XIII

Registered U. S. Patent Office
NOVEMBER, 1932

NO. 10

Fishermen know Rope



And when a fisherman buys the same brand of rope over and over, it is a recognized proof of satisfactory service.

There are few better proving grounds for rope than the sea. Although it is unusual, in most waters, for the ordinary Buoy Line to last through a single season—read the letter and notice the service received from Columbian Buoy Line.

This is another example of the quality and service built into all Columbian Cordage. It pays us to make the best rope and twine that is humanly possible and it pays fishermen to use Columbian products. There is not a Buoy Line on the market that will give the service and satisfaction of Columbian Copperized Buoy Line.

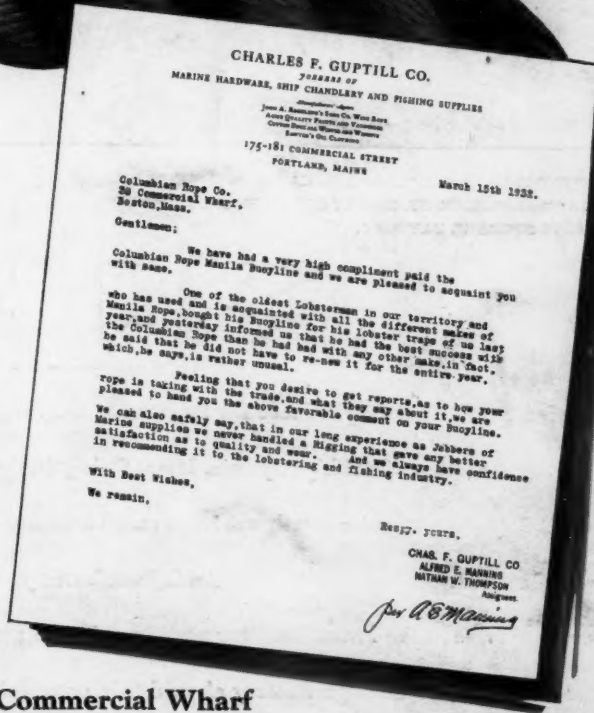
COLUMBIAN ROPE COMPANY

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COLUMBIAN TAPE MARKED ROPE

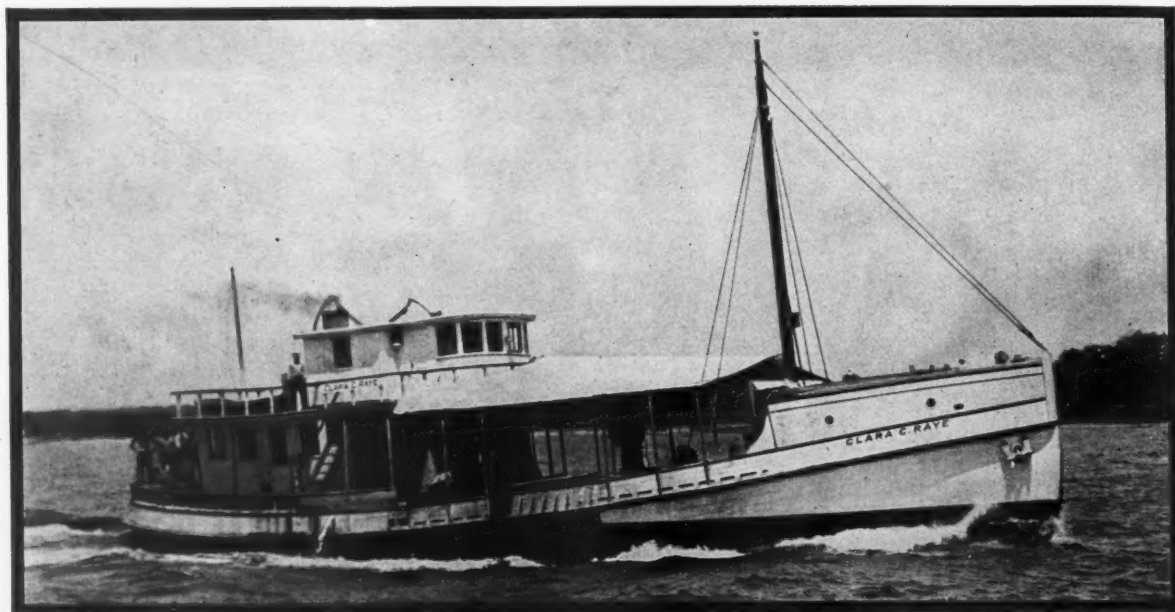
PURE MANILA



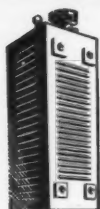
EDISON STORAGE BATTERIES



help gather the famous Sealshipt Oysters

ON BOARD THE CLARA C. RAYE



THE OYSTER DREDGER "CLARA C. RAYE" IS EQUIPPED WITH A 450 AMPERE HOUR, 32 VOLT EDISON NICKEL-IRON-ALKALINE STORAGE BATTERY.



THE "Clara C. Raye" has won an outstanding reputation as an efficient producer for its owners, the Long Island Oyster Farms, Incorporated, growers and shippers of the famous Sealshipt Oysters. It was fitting that an Edison Battery should have been selected for the "Clara C. Raye," because it contributes in no small measure to the dependable and economical performance of the vessel on which it serves.  An Edison Battery on any craft assures a dependable source of current for every service at the lowest cost per year over its long trouble-free life.  The life of a new Edison Nickel-Iron-Alkaline Storage Battery aboard fishing vessels is from two to five times the life of other types.

THE BATTERY QUESTION IS IMPORTANT! WE URGE YOU TO INVESTIGATE. OUR BULLETIN "EDISON BATTERIES FOR FISHING CRAFT" WILL BE SENT AT YOUR REQUEST.
Be sure that you deal with an accredited representative of this company.

EDISON STORAGE BATTERY

DIVISION OF THOMAS A. EDISON INCORPORATED, WEST ORANGE, NEW JERSEY

SKIPPER SCALES

says:

"MANY a fat catch I lay direct to Eveready. Why? Because I never waste time on cold mornings. Red-hot Eveready Hot Shot sparks start the old motor a-flying. Never any delay. And if, when we're out there and pretty well loaded, an unexpected squall kicks up a nasty sea, we can depend on water-proof Eveready Hot Shot ignition to bring us in."

*

Many successful fishermen who, like Skipper Scales, make a good living in the fishing business, recognize the advantage of instant, dead-sure ignition. You'll usually find them out early and back with a profitable haul. Never be held up with a shorted ignition system. Install Eveready Hot Shots.

*

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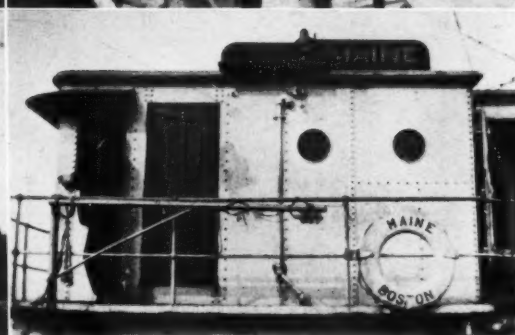
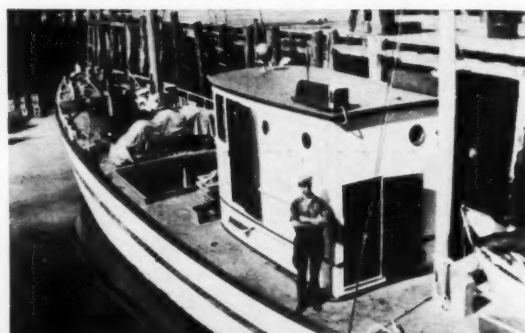
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Eveready No. 6 Dry Cells, $1\frac{1}{2}$ volts, connected in series, are best for boats with water-proof boxes. Where batteries are exposed to water and moisture, use the famous Eveready Hot Shots in the water-proof steel case. Three sizes —6, $7\frac{1}{2}$ and 9 volts.

EVEREADY
COLUMBIA
Dry Batteries



With the Atlantic Fisherman photographer among the Captains

Upper Left: Capt. Tom Raye and son, Harry, of Eastport, Me. Upper Right: Captain Lewis Beal, of Jonesport, Me., on the Underwood Company's sardine carrier "Roma".

Second Row: Left, Capt. Gus d'Entremont at the wheel of the Gloucester schooner "Elk". Right: Capt. John J. Silveira on the "A. Piatt Andrew", of Gloucester.

Third Row: Left, Capt. Simon Theriault on the "Joffre" owned by O'Hara Bros. Co. of Boston. Right: Capt. Patrick McHugh on the bridge of the trawler "Maine". (Capt. McHugh is now in command of the "Breeze").

Lower Left: Captains Jensen, Paulson and Johnson, owners of the gill netter "Richard J.", of Portland. Lower Right: Capt. Aubrey Hawes at the wheel of the Gloucester swordfisherman "Doris M. Hawes".

ATLANTIC FISHERMAN

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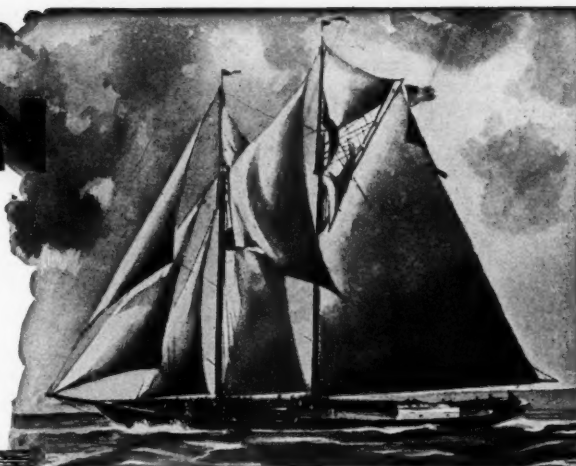
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NOVEMBER 1932

NO. 10

Commissioner Crie Pleads for White-Nelson Bill at Meeting of Lobster Fishermen

TWO hundred lobster fishermen were present at the annual banquet and election of officers of the Massachusetts Lobster Fishermen's Association, in Boston at the Hotel Brunswick, on October 17.

State Representative Capt. Ernest J. Dean presided in a most efficient manner, and was re-elected President of the Association as the unanimous choice of the members.

Manuel C. Phillips, of Gloucester, was elected Vice-President; J. R. Harlow of Plymouth, Treasurer; and Fred Schapper of Beverly, Recording Secretary. On November 2, Clifford Vallier, of Brant Rock, was re-elected by the Board as Executive Secretary. Mr. Vallier has been an indefatigable worker for the Association, and his efforts and accomplishments have been recognized and acknowledged by all.

Capt. Dean proved himself an adroit toastmaster, and his introductions of the speakers were appreciative of their activities in behalf of the lobster fishermen.

Raymond J. Kenney, Director of Fisheries and Game in Massachusetts, spoke of the work his department had done in connection with short lobsters, and referred to the experimental propagation of lobsters being conducted by the Connecticut Fisheries.

Zenas Howes, State Supervisor of Marine Fisheries, gave a report of the activities of his department in prosecuting infractions of the law.

Arthur L. Millet, Fish Inspector, spoke of his department's condemnation of lobsters, and gave comparative figures for different periods of the work which had been done in this direction.

Senator Donald W. Nicholson, of Wareham, advocated a tariff on imported lobsters, and urged those present to see to it that men were elected to Congress who had their interests at heart.

E. H. Cooley, Manager of the Massachusetts Fisheries Association, spoke on the value to the fisheries of publicity and advertising, and the opportunities which the romance of the sea offered in this connection.

Representative Ernest H. Sparrell, of Scituate, commended the Association, and expressed his desire to cooperate with the members.

Representative Harold D. Webber, of Gloucester, commented on the bootleg lobster situation, and urged more cooperation among the American lobster fishermen.

Richard B. Grant, of the Boston Transcript, and P. G. Lamson, of the ATLANTIC FISHERMAN, stressed the importance of the lobster fishing industry, and the necessity for its profitable operation.

The guest of honor and speaker of the evening was the Honorable Horatio D. Crie, Commissioner of Sea and Shore Fisheries of Maine. Mr. Crie said in part:

"The lobster fishermen of the United States are beginning to realize that they are up against competition of a very serious nature because new methods of transportation have been devised whereby Canada can ship into the American markets lobsters caught on the North Shore, so called, which includes Shediac Bay, Northumberland Straights, Prince Edward Island, the Gulf of St. Lawrence and other localities teeming with lobsters.

"Not only is there an abundance of lobsters in this vicinity but the fishermen are able to procure the necessary equipment for catching them for less than half the price that the United States fishermen have to pay. According to the Canadian report it costs approximately \$1.28 for a lobster trap ready to use whereas in Maine it costs approximately \$3.00 for a lobster trap ready to use.

"The new methods of transportation place the American lobster fishermen in direct competition with the Canadian North Shore Fishermen who catch approximately three times as many lobsters at about one sixth of the cost per pound.

"As we look back over the recent past we recall to mind what happened when the new transportation methods went into effect in Canada. After this happened it did not take long to flood the United States markets with lobsters to such an extent that the price dropped so low that the American fishermen could not make a cent profit because gear, bait, and gasoline were so expensive that it took practically every cent they received for their lobsters to pay their operating expenses.

"Under present conditions our lobster fishermen must have protection from the influx of Canadian lobsters or they cannot exist on the amount they earn lobster fishing. We do not want to deprive the Canadian fishermen of the right to ship a part of their catch to our markets but that amount must be restricted in order to give our fishermen a living wage, and the White-Nelson Bill will prohibit the importation of chicken lobsters, so called, from Canada and this is the size lobsters that glut our markets and reduce the price below a living wage for our American fishermen.

"It has been said that the hotels must have pound lobsters in order for them to keep in business. That statement is absurd to say the least, because if the hotels had to rely on their lobster business there would not be any hotels in existence; and besides a pound lobster in the shell furnishes approximately three ounces of meat, and I want to ask the

public right here, if they are going to be satisfied with three ounces of lobster meat when they have to pay from \$1.50 to \$2.50 for a lobster dinner, when the fishermen in the United States are only receiving 12c or 15c per pound for lobsters.

"If the White-Nelson Bill is enacted into law the consumer will not have to pay one cent more for lobsters, and the fishermen will earn enough money lobster fishing to feed, clothe and educate their families. Every red blooded American should work for the White-Nelson Bill."

Mr. Crie urged that representatives from the different lobster producing states should meet annually, or oftener, in order to afford better cooperation in promoting the interests of the industry.



The fishing boat "G. H. Heller", owned by Capt. Hugo Heller of Two Rivers, Wisconsin. She is 58 ft. long and has a beam of 14½ ft. She is powered with a 100-120 H.P. Kahlenberg Heavy Duty oil engine.

North Superior Cooperative Marketing Successful

By J. Henry Eliassen

THE North Superior Cooperative Fisheries, a cooperative organization of fishermen operating along the north shore of Lake Superior, described in the October issue, has been in operation since September 1, and has had a decided effect upon the industry in that region. Considerable opposition has been engendered by independent dealers and non-member fishermen, but the organization seems capable of weathering the storm, and is evidently headed for success. The times have been such as to awaken the fishermen to a realization that a drastic cooperative scheme must be carried on to assure salvation of the industry. The organization recently entered into a unique contract with H. Christiansen & Sons, of Duluth, Minn., dealers in salt fish, whereby the dealer agreed to purchase 3000 kegs of salt herring at a stated price for the packed fish only, the dealer agreeing to deliver the salt and empty keg and retaining ownership of the same, thus relieving the fishermen of investing in kegs and salt. This arrangement practically assures the dealer of well salted and cured fish.

Damage by Storm

On October 28 and 29th fishermen along the shore were treated to a terrific gale and sea that virtually tied up the industry. The breakers were as large as any seen on the shore for years, and caused considerable damage to slides, docks, boats and rigs. Many rigs were lost or badly damaged by the strong current and heavy seas.

Prospects Fair for Firm Market

The number of persons engaged in commercial fishing is the smallest in years, and the size of the rigs has diminished to a great extent because of conditions in the market. Prospects seem fair for a firm market in frozen fish, as the weather man has furnished cold and snow, with a possibility that the winter months may be colder and more constant in temperature than the past two mild winters.

Oyster Convention Discusses Biology, Chemistry and Economics

By J. R. Nelson

AT the second session of the 1932 convention of the National Shellfisheries Association and the Oyster Growers and Dealers of North America, on Friday, October 28th, at the Hotel Willard in Washington, D. C., there were held some of the most interesting meetings of the scientific group and practical oystermen that the two associations have ever had. Coming at the end of the American Public Health Association Convention there were quite a number of prominent men in public health work who stayed over for the oystermen's meetings.

Shortly after 10 A. M., the session was opened by Dr. Lewis Radcliffe, Deputy Commissioner, United States Bureau of Fisheries, who welcomed the delegation to Washington and gave a most timely and interesting talk on the needs of the industry and suggested pertinent remedies.

Dr. Herbert F. Prytherch, Director of the United States Bureau of Fisheries Laboratory at Beaufort, North Carolina, was the next speaker. He showed some new oyster spat collectors in the form of long water proof cardboard tubes and also another type of collector made of paper treated with cement that looked very much like expanded metal. The advantages of these collectors on the soft mud bottoms in North Carolina were brought out. He related how the pasteboard tubes could be placed perpendicularly in the mud bottom so that about two-thirds of the tube was available for spat collection. Several specimens which he had with him were heavily set with oysters that had grown to the length of about two inches in ten weeks.

Dr. Thurlow C. Nelson, head of the Department of Zoology at Rutgers University, and biologist in charge of oyster investigation work of the State of New Jersey, was next on the program. He gave the results of the latest work in the studies of what an oyster eats and showed that this varies greatly during different months of the year. While it was formerly thought that an oyster lived on relatively few species of plankton he showed that in reality their food is made up of many thousands of different organisms. The most notable results of the work on oyster food are the findings that certain bottom diatoms are an extremely important source of nutrition to the oyster. This discovery opened the way to the oyster planter to make it ultimately possible to fertilize his oyster beds much as the land farmer fertilizes his fields. This will be possible because the bottom diatoms will be stimulated to greater growth and more food will be produced for the oysters on the bed. He said that work would be continued along this line.

The last paper of the morning session was given by Dr. J. J. McBride of the Pease Laboratories, of New York. His chemical work on why some oysters are green is developing rapidly. He showed how it was possible to take a white oyster and make it turn green by simply increasing the copper content in the water. His conclusion is that copper plays an important part in the green oyster which is so troublesome to oyster growers in some areas. Green oysters, however, are perfectly edible food and in fact were even shown to be superior to white oysters in the treatment of nutritional anemia according to the results obtained by the Pease Laboratories. It is probable that green oysters will never be saleable to the American public although they are considered a great delicacy by the French. But as more and more is learned of the nature of greening, this problem in the future should not be serious to the industry.

Lunch was served to the group in one of the private dining rooms of the hotel. Half shell oysters furnished by the J. and J. W. Elsworth Oyster Co., of Greenport, L. I., started this off in a sumptuous manner. Early in the afternoon the meetings were resumed. Dr. Roe E. Remington from the

South Carolina Food Research Commission gave a splendid and enlightening talk on the necessity of iodine in the diet. He showed a map of the United States with the so-called goiter belt outlined. After this pictures of cases suffering from goiter were shown on the screen, and statistics for various North central states of our country, bringing out that as much as 70% of the population in some of these states were suffering from lack of iodine in the diet. The amount of iodine needed is extremely small he said and yet in these areas of our country many people do not get even that minute quantity that they need. Fish and shellfish, particularly oysters and lobsters, are rich in iodine and correct this deficiency. With modern transportation methods it is possible to make seafood products available in all parts of our country.

Dr. D. V. Whipple, Department of Pediatrics, of the University of Pennsylvania, gave an illustrated talk on her results in feeding oxidized fat to dogs. She showed extremely harmful affects of this when vitamin A was withheld. Oysters are a very good source of this vitamin.

Dr. Herbert D. Pease, Director of the Pease Laboratories in New York, was the next speaker. The results of feeding experiments upon chickens during the past year under his direction were given and they showed that oysters gave excellent results fed in the fresh state in comparison with beef liver. The results checked those found at an earlier date from the feedings of white rats. Oysters are conclusively shown to be an excellent food for the prevention of nutritional anemia.

This illustrated talk was followed by some timely remarks by Dr. A. P. Mathews, of the University of Cincinnati, which dwelt upon the vitamins found in oysters.

Adjournment for dinner followed. At eight P. M., Howard W. Beach of the Oyster Growers and Dealers Association of North America, opened the evening session. A paper by Dr. J. G. Lipman, Director of the New Jersey Agricultural Experiment Station, on the chemical relation between land and marine farming was read by Dr. T. C. Nelson in the unavoidable absence of Dr. Lipman. This fascinating paper brought out the staggering loss that the world is sustaining each year through the leeching of soil nutrients and the erosion of uplands. These nutrients are carried down into our streams and eventually find their way to the sea. It is only through the fisheries that man is able to reclaim even a small part of this loss and return it to the people. Our coastal and bay waters are full of vegetable life most of which is microscopic. This life is dependent upon the plant nutrients washed down from the land and in turn these microscopic plants furnish much of the food of fish and shellfish.

In the absence of Dr. M. M. Ellis of the University of Missouri, Dr. Radcliffe gave a scholarly paper on the biological relation of land and marine farming. His comprehensive view of this involved subject was most enlightening to the audience.

The next speaker was Dr. D. B. Jones, Division of Proteins and Nutrition of the United States Bureau of Chemistry and Soils, whose subject was Nutritive Relation of Land to Water Products. The eminent authority on vitamins gave a new angle to this relationship. He spoke of the high vitamin D value of canned salmon, menhaden oil and certain other fish oils, showing that in some cases these even exceeded the excellent vitamin D content of cod liver oil.

The meeting was next turned from a biological and chemical phase to the economic side. Dr. W. G. Meal, Extension Economist in Marketing of the New Jersey Agricultural Experiment Station, presented the subject, "Does the Oyster Industry Need Cooperative Marketing". Point by point Dr. Meal checked over the methods of marketing of the oyster industry and compared them with those of agricultural enterprises having cooperative marketing organizations. The Cranberry Growers Association particularly can be used as a model in many ways by the oyster industry. His conclusion on the subject was that the industry emphatically would benefit by cooperative marketing.

Last on the program, J. R. Nelson of the New Jersey Oyster Investigating Laboratory at Bivalve, reported the progress

that has been made in attempting to obtain from the Federal Government a ruling concerning the possibility of the oyster industry engaging in cooperative agricultural marketing along the lines of those carried on by the land farmers.

Discussion which followed the meeting brought out the fact that the papers given in many instances present the industry with knowledge and material for the carrying on of greatly expanded business effort in growing, advertising and marketing of oysters.



The "Sterling Sisters", owned by Capt. Major Todd of Crisfield, Md., is one of the oldest and largest of the log canoe type of vessel in the Chesapeake trade. Equipped with sail and a 14 h.p. Palmer engine.

Old-Time Log Canoes

By Edward Bowdoin

"OLD-TIME" log canoe building, an ancient art which has been dormant for more than fifty years on the Chesapeake Bay, is being revived. Three of this once famous type of vessel, which was used more than half a century ago, in fact the first class of boats to be used for dredging oysters, have been constructed and launched.

Capt. Thomas Shores of St. Stephens, Somerset County, Maryland, is the builder of the log canoes. They were constructed for Capt. Thomas Simpkins and Capt. W. O. Murray of Mt. Vernon, Md.

Two of the log canoes have been christened the *George W. Simpkins* and the *Mary E. Simpkins*, and are the property of Capt. Simpkins. The *George W.* is 34 feet long and has a 6-foot 9-inch beam, and is powered with an 8 h.p. Palmer motor. The *Mary E.* is 38 feet in length, with a 7-foot beam, and is powered with a 24 h.p. Palmer engine. It has a cabin, and compares favorably with boats of its size in service in the bay.

The following are the boats used in the dredging of oysters in the Chesapeake Bay out of Crisfield; the captains and type of boats. All boats are equipped with sails, auxiliary gasoline engines, and gasoline winders.

Fanny Daugherty, batteau, Capt. Walter Haynie.

Sidney Riggan, bugeye, Capt. Ira Todd.

Isaac H. Keeler, bugeye, Capt. Major Todd.

Moonlight, bugeye, Capt. Wells Todd.

George Todd, bugeye, Capt. Clarence Todd.

Irene, bugeye, Capt. Edward Todd.

Lenora, skipjack, Capt. Wade Somers.

Shamrock, skipjack, Capt. Sidney O. Landon.

Maggie Lee, skipjack, Capt. Walter Catlin.

Ethelyne Dryden, skipjack, Capt. Edward Adams.

Laura M. Evans, skipjack, Capt. Edgar Willis.

Clifford Oscar, skipjack, Capt. Thomas Young.

Seagull and *Star*, skipjacks, Capt. Charles Dana.

Gladys Melvin, skipjack, Capt. Jack H. Byrd.

On The Boston Fish Pier

Vessel Landings for October

<i>Adventure</i>	49,000	<i>Joffre</i>	64,000
<i>Alpar</i>	52,700	<i>Katherine F. Saunders</i>	186,000
<i>Alvan T. Fuller</i>	102,000	<i>Lark</i>	69,000
<i>Amherst</i>	221,000	<i>Leretha</i>	28,300
<i>Andover</i>	145,200	<i>Laura Goulart</i>	151,500
<i>Andrew & Rosalie</i>	61,000	<i>Mary DeCosta</i>	91,000
<i>Babe Sears</i>	35,800	<i>Mary A.</i>	43,000
<i>Boston</i>	191,500	<i>Magellan</i>	43,200
<i>Boston College</i>	319,000	<i>Mary & Julia</i>	104,500
<i>Breeze</i>	230,000	<i>Mary P. Goulart</i>	103,000
<i>Brookline</i>	307,500	<i>Maine</i>	250,100
<i>Cape Ann</i>	137,500	<i>Marjorie Parker</i>	140,000
<i>Cormorant</i>	103,000	<i>Mary E. O'Hara</i>	254,000
<i>Corinthian</i>	116,000	<i>Maris Stella</i>	157,500
<i>Cornell</i>	324,000	<i>Natalie Hammond</i>	48,000
<i>Dartmouth</i>	145,000	<i>Newton</i>	310,000
<i>Dawn</i>	110,000	<i>Notre Dame</i>	270,500
<i>Donald</i>	87,000	<i>Ocean</i>	374,500
<i>Dorchester</i>	291,000	<i>Olivia Brown</i>	28,000
<i>Doris F. Amero</i>	111,000	<i>Oretha Spinney</i>	30,000
<i>Dacia</i>	55,000	<i>Phillip P. Manta</i>	81,500
<i>Ebb</i>	273,500	<i>Penguin</i>	91,000
<i>Edith C. Rose</i>	51,000	<i>Pollyanna</i>	43,000
<i>Edith L. Boudreau</i>	90,800	<i>P. J. O'Hara</i>	237,000
<i>Eleanor</i>	36,000	<i>Pilgrim</i>	72,000
<i>Elk</i>	49,000	<i>Quincy</i>	271,000
<i>Ellen T. Marshall</i>	92,000	<i>Rainbow</i>	77,500
<i>Euilina M. Goulart</i>	116,000	<i>Ruth Lucille</i>	127,000
<i>Evelyn Sears</i>	45,000	<i>Rita B.</i>	113,800
<i>Ethel B. Penny</i>	29,500	<i>Rhodora</i>	112,000
<i>Elvira Gaspar</i>	62,000	<i>Ruth & Margaret</i>	124,000
<i>Exeter</i>	60,000	<i>Ripple</i>	206,000
<i>Flow</i>	464,500	<i>Reliance</i>	32,000
<i>Foam</i>	213,000	<i>Saturn</i>	311,500
<i>Fordham</i>	295,000	<i>Shawmut</i>	157,000
<i>Frances C. Denehy</i>	93,000	<i>Spray</i>	91,000
<i>Frances Manta</i>	64,000	<i>Shamrock</i>	104,000
<i>Gertrude E. Parker</i>	182,800	<i>Sadie Nunan</i>	35,000
<i>Gossoon</i>	211,000	<i>Trimount</i>	66,500
<i>Gertrude & Phyllis</i>	140,000	<i>Teaser</i>	78,000
<i>Gertrude L. Thebaud</i>	229,500	<i>Vagabond</i>	77,500
<i>Gertrude M. Fauci</i>	134,000	<i>Vandal</i>	119,500
<i>Grand Marshall</i>	25,000	<i>Venture II</i>	171,000
<i>Hesperus</i>	141,000	<i>Wanderer</i>	213,000
<i>Holy Cross</i>	362,000	<i>Waltham II</i>	72,900
<i>Helen M.</i>	11,500	<i>Wm. J. O'Brien</i>	262,000
<i>Henrietta</i>	71,000	<i>Whitecap</i>	195,000
<i>Isabelle Parker</i>	161,000	<i>William S.</i>	10,000
<i>Illinois</i>	448,500	<i>Winthrop</i>	220,500
<i>Ingomar</i>	113,000	<i>Wm. L. Putnam</i>	24,100
<i>Imperator</i>	136,000	<i>Yankee</i>	86,000
<i>John Cooney</i>	27,000		

Political Rallies

On November 4, a rally was held in the Exchange Building for Attorney-General Joseph E. Warner, at which time the Attorney-General enlightened a large audience on the many and complex duties of the Attorney-General's office.

On November 7, a well attended rally was held in the Exchange Building for Governor Joseph B. Ely. The Governor expressed his interest in the fishing industry and his desire for the success of the fishermen.

Capt. Flaherty with O'Hara Bros.

Capt. Nicholas Flaherty, well known port captain on the Fish Pier, has assumed the duties of port captain for the O'Hara Bros. fleet. Capt. Flaherty is one of the most popular men on the Pier, and is considered an authority in the fitting out, operation and maintenance of fishing vessels.

Capt. Magnussen's New Boat

The *Sea Hawk* has been purchased by Capt. Magnus Mag-

nussen, formerly captain of the *Boston College* and *Notre Dame*. He will be captain and owner. The *Sea Hawk*, one of the finest vessels of the fleet, was owned by the North Atlantic Trawling Corp., and is an oil burner. The name of the boat has been changed to *Heckla*, the name of the boat of which his father was captain, and on which he got his early training.

Head Man of the Haddock Family

On Tuesday, Oct. 18th, the *Trimount*, Capt. Frank Cole, arrived at Boston Fish Pier from La Havre Banks with a catch of about 75,000 lbs. of fresh fish. Among the haddock was one pronounced by many as the largest haddock ever seen.

It weighed 19½ lbs., was 36 inches long and 17½ inches in circumference.

"Illinois" Barely Escapes Being Run Down

The Boston beam trawler *Illinois*, Capt. Morton Selig, barely escaped a disaster by colliding with an unknown craft.

The *Illinois* was fishing on Georges at the time and the crew were cleaning up after fishing. It was about 10 o'clock, Capt. Selig says, when the unknown craft, a three-master, suddenly bore down on the trawler which was at anchor. For a moment it looked as though a collision was inevitable, as the three-sticker headed toward the midships of the trawler. Evidently the captain of the sailing craft saw his error and jibed her over just in time to pass by the *Illinois'* stem.

Another Victim of Fire

Of 20 Boston vessels lost this year, 10 were destroyed by fire, the latest being the dragger *Colleen*, burned to the water's edge and sunk in deep water on the Rips, October 26.

The disaster occurred after the dragger had taken about 7,000 pounds of fish. All was well until suddenly fire broke out in the engine room. Effort to stop the progress of the flames was unavailing. They spread so rapidly that the captain and crew of five men were forced to abandon their craft and watch her burn and go to bottom.

The *Doris F. Amero*, Capt. Nelson Amero, of this port, was fishing in the vicinity at the time and took Capt. Anderson and his men aboard, landing them at the Boston Fish Pier during the night.

Up to this time last year, 17 Boston vessels had been lost, 5 of which were destroyed by fire.

Massachusetts Fisheries Association

The first Dinner Meeting of the season was held by the Massachusetts Fisheries Association at the Chamber of Commerce, 80 Federal Street, Boston, Massachusetts, on Friday, October 28th.

Each year the Association carries these functions throughout the Winter months in an endeavor to give everybody an opportunity to discuss the work of the Association which has been carried on, and also to express their desires as to what the Association should do.

A. L. Parker presided in his usual frank and unassuming way.

Among those who spoke was Mr. Johnson, former President of the Canadian Fisheries Association. He expressed his interest in our fisheries, in our Association, and in the continued prosperity of fishermen from both Canada and United States.

N. L. Fulham, of Fulham & Hebert, gave a most interesting talk on the Fishing Industry in Boston, tracing its history from Commercial Wharf to T Wharf and then to the Fish Pier, and clearly demonstrated that the Industry need make no apologies, that today it is in better condition than most industries.

E. H. Cooley, Manager of the Association, rendered a very complete report of the activities of his office, including the handling of tariff matters, preventing unfavorable legislation, modifying freight rates, and the carrying on of publicity for the industry.

The whole tenor of the meeting was such as to predict a continuation of the most excellent work which this Association has carried on in the past.



The "Dagny" of Nantucket, Mass., Capt. Ralph Carlson. Dimensions: 72 x 16 x 7 1/2. Owned by Capt. Olaf Anderson. Equipped with a 96 h.p. Wolverine-Diesel, Hathaway winch and fittings.

sail loft on Union Wharf, opposite Casey's Boat Yard. Mr. Silsby has been foreman of Wilson & Silsby of Boston. He should do well in business with his excellent knowledge of sail making and his centrally located sail loft on the water front. He will do all kinds of canvas work, including yacht sail and awning and fishermen's sails.

Noted Whaling Skipper Dead

Capt. George Fred Tilton, 71, a famous whaling skipper who, accompanied by two Eskimos, walked in the Winter of 1896-7 more than 3,000 miles across the Arctic to bring aid to the crews of eight whalers, crushed in ice, died November 1, in the Newport, R. I., Naval Hospital.

He was known to thousands all over the country as the caretaker of the whaler *Charles W. Morgan*, one of the last of the square-rigged whalers and a former command of Capt. Tilton, which is enshrined as a whaling museum.

New Bedford Boosting Fish And The Fishing Industry

By J. J. Killigrew

MANY fish markets are springing up in New Bedford with trucks to take care of the outside vicinity, and are reported to be doing very well. A big fish campaign is going on in New Bedford, with all the stores and markets placarded with "Eat More Fish" signs; and to boost the local industry, all fish is being bought locally.

Many of the fishing captains are taking out with them an extra man, to relieve the unemployment situation. Boats formerly taking only 8 men are now taking 9 men; and it is surely helping the men engaged in the New Bedford fishing industry.

New Bedford Fish Co.

The New Bedford Fish Co., owned by A. F. and F. H. Childs, actively engaged in the fish business for 57 years has closed its doors. This was one of the best known firms in the country engaged in the business of buying and selling fish.

Hathaway Installations

Captain Tilton of scallop dragger 3 and 1 and 1, owned by Sam Cahoon, fish dealer of Woods Hole, recently installed a new Hathaway scallop winch at New Bedford.

Captain Joseph Mello, recently went to New Bedford and had a Hathaway scallop winch installed by Hathaway Machinery Company on dragger *Natalie S.*, of Gloucester, Mass.

The dragger *Ramona*, recently purchased by Captain Nils Soderberg, of Phoebus, Va., was at New Bedford, where the Hathaway Machinery Co., installed one of their No. 137 trawl winches, and then sailed for Phoebus to engage in Southern dragging.

Fairhaven

Casey Boat-Yard has installed a new 35 h.p. Palmer in Captain Henry Mello's fishing boat *Pal* of Point Judith. Ralph W. Silsby recently opened a

Among the Landings at Fulton Market for October

Anna C. Perry	28,000	Kingfisher	122,000
Anna	14,000	Little Ruth	10,000
Anna Louise	20,000	Lucia	26,000
Aeolus	22,000	Malvina B.	30,000
Beatrice B.	12,000	Mary	30,000
Bernice	10,000	Martha M. Murley	94,300
Chas. S. Ashley	152,800	Massasoit	10,000
Charlotte	22,000	Mineola	18,000
Chas. E. Beckman	22,000	Mary R. Mullins	55,000
Coot	106,000	Mary P. Mosquita	90,000
Clinton	61,000	Newfoundland	83,000
Dagny	63,000	Newcastle	34,000
Desire	15,000	New Bedford	117,000
Elizabeth	26,000	Pioneer	36,000
Fannie S.	20,000	R. Eugene Ashley	70,000
Friars	43,000	Reliance	26,300
Hope Leslie	48,500	Sea Ranger	177,000
Irene	24,000	Sea Rover	22,000
Ivanhoe	80,000	Wm. H. Killigrew	101,000
Jos Warner	36,000	Wamsutta	160,000
Julia	88,000	Wild Goose	222,900



The "Helen M.", Capt. Dennis Boland, owned by R. O'Brien Co., of Boston. She is powered with a 180 h.p. Fairbanks-Morse. Her auxiliary is a 5 h.p. Lister Diesel. The "Helen M." is equipped with a Diehl generator, Curtis air compressor and Willard batteries.



Picture showing the type of shrimp and oyster schooners used in the Biloxi, Miss., Fisheries on the Gulf of Mexico.

Gulf Activity in Shrimp and Oysters

By Anthony V. Ragusin

THE shrimp and oyster situation at Biloxi, Miss., on the Gulf of Mexico, is much improved compared to conditions one month ago when the worst labor disorder, and what was probably the first local serious labor difficulty, was in progress. However, even though the so-called strike is settled at the present writing, the shrimp pack is much less than in former years.

The Mississippi Seafood Commission reports a sale of more licenses to shrimp trawl boats than last year.

The raw shrimp shipping business is expected to improve, since Biloxi is to secure a better rate on carload shipments to the North.

The Seafood Commission has allowed the opening of a small reef to dredging. The entire group of State oyster reefs will be opened for dredging about January 1st, when the oyster canning season will be underway in full blast.

A number of dealers have begun the shipping of raw oysters. With cool weather setting in over the country, this particular trade will expand each week. So far, the raw dealers have not had any serious trouble with the raw oyster openers. The fishermen who open raw oysters have had a number of meetings in regard to maintaining the same wage scale as paid in former years.

Lower Freight Rate on Shrimp Announced

The Biloxi Chamber of Commerce has received word that the new lower rates on carload shipments of shrimp from Biloxi to Chicago are expected to go into effect soon and that the L. & N. has requested the rate making association to place them in effect immediately.

The new rate will be 85 cents a 100 pounds for a minimum car of 24,000 pounds against \$1.19, making a 34 cents reduction.

Trip of the "Dot"

Over 2,300 pounds of fish were brought into Biloxi, October 24, by the power boat *Dot*, operating for the C. C. Co. The cargo included 1,467 pounds of speckled trout, 318 pounds of red fish and 473 pounds of mullet. The fish were caught off Breton Island. The boat, in charge of Captain Halsey Staples,

has been out since the 20th. Some of the red fish weighed about 11 pounds and the trout five pounds. The fish were caught in a trammel net.

Pass Christian

The Pass Christian Oystermen's Association on October 10, was addressed by Roy Helpler, one of the active members of the Biloxi Association.

Shrimp prices having been settled, that of oysters is now fixed at 60 cents per gallon for outside oysters in the shell and 80 cents for plants, to which is added 35 cents for opening and 5 cents taxes.

A resolution endorsing Lewis E. Curtis, Jr., of Biloxi, for appointment as secretary of the Mississippi Sea Food Commission, to succeed the late William Grant, was unanimously adopted.

Importance of Bayou Dularge

Just recently the distance by water from Houma, La., to the Gulf was lessened by connecting and deepening the Lacarpe and the Grand Caillou.

If the bayou Dularge were sufficiently deep from its mouth to its intersection with the Intracoastal Canal at Mulberry Farm, it would in all probability become the most useful of the various streams serving the local packing industry. For it would provide by far the shortest channel of transportation from Houma to the Gulf, and to some of the best oyster bottoms and fisheries in Louisiana.

Because of the deep indentation of the coast line where the Dularge empties, and of the high ridge that parallels it all the way to Grand Pass, the lower end of this bayou affords the safest haven on the Terrebonne coast for fishermen at sea to turn to in stormy weather.

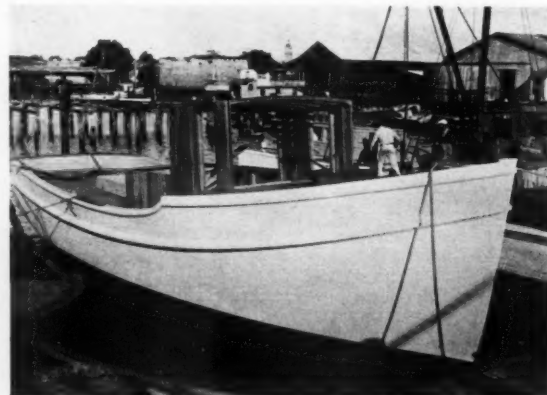
Apalachicola Oysters

Apalachicola, long famous for its extra large and finely flavored oysters, has opened the season with a rush. It is reported that this season is going to be one of the largest, as already many firms have made initial shipments to large cities.

This city on the Gulf of Mexico supplies about 80 per cent of the oysters of the State of Florida.

Oyster Plant Opens

The Dunbar-Dukate Company's oyster plant will again be operated this season by R. Hart Chinn, of Biloxi, it was announced at a meeting of the Pass Christian Oystermen's Association, held Oct. 20.



A new shrimp boat being built by the Nassau Shipbuilding & Engine Co., Fernandina, Fla.

Florida

West Coast Producers Plan Sales Organization

By H. L. Peace

WEST coast fish producers inaugurated a movement looking to the organization of a sales agency to handle the offerings of member firms, at a special meeting held in St. Petersburg, October 3. The meeting, an outgrowth of a similar one held in the same city late in August, was well attended with representation of fish dealers along the West Coast from Crystal River on the North to Fort Myers on the South, and taking in the lower East coast of the state.

C. L. Daniel, of Cocoa, was the principal speaker, outlining the plan of a statewide organization with headquarters in Jacksonville, and branches at Lake City and Tallahassee, to handle the sales for the member firms. Interesting talks were also made by Mrs. Wendell P. Slayton, St. Petersburg, district chairman of the Federated Women's Clubs, and Miss Agnes Webster, Jacksonville, head of the state program for increased sales and greater consumption of fish. This work is being carried on under the direction of Commissioner of Agriculture Nathan Mayo, assisted by Miss Webster.

It was decided at this meeting to go ahead with the organization, and a committee to formulate plans for the sales of fish and seafoods for such distributors as may care to co-operate in such a movement was named by the chairman. This committee is composed of L. C. Yeomans, Crystal River, chairman; John A. Thompson of the Star Fish Company, Cortez; I. W. Riggs, of the Everglades Fish Company, Everglades and Ft. Myers, and Will Guthrie of the Punta Gorda Fish Company, Punta Gorda.

Canning Plants

The James A. Smith packing plant at Fernandina has opened for the season, starting the ball rolling in the can shrimp business along the East coast.

S. R. Merrow, of the Oceanic Packing Company, announced that his plant would begin operation sometime in November with a daily output of 300 cases on an average of four days weekly.

At Brunswick, Ga., the Maggioni Packing Plant is in full operation. This plant operates a fleet of some 20 boats.

The shrimp section of the National Cannery Association formed at Jacksonville in August, under the leadership of Dr. Hendrickson, has accomplished some excellent work in the maintenance of the canneries, with expert advice that has benefited them in putting up of a better pack for both the American and Foreign markets; more sanitary conditions have prevailed, and a monthly report is furnished by the Association on the number of cases packed along the entire Atlantic Coast. The latest report of the Association shows that Florida plants put up 18,069 cases in September of 1931, while it dropped to 13,975 in September of this year.

Menhaden Plants Continue Operation

Despite the lateness of the Florida menhaden season, plants at Fernandina report fair catches and continue to operate. The Fish Meal Plant, the largest in this city, is maintaining a fleet of three boats at steady fishing.

In a survey being made by C. C. Street, of the Atlantic Coast Fisheries Company, of New York, the establishment of a plant on the Georgia coast for the manufacture of fish meal, a food product for domestic farm animals, is foreseen. The coastal region near Brunswick is being considered as a possible site for a plant devoted to the manufacture of this product.

Preparations for Winter Shrimp Season

Preparations for the Winter shrimp season are being made along the coast at New Smyrna, Ft. Pierce and Cape Canaveral, and dealers are very optimistic about the coming season.

At Cape Canaveral the first shipment of the season was



The "Resorgere", one of the fleet owned by the Charles Bassetta Shrimp Co., of Fernandina, Florida. 42 ft. long, powered with a 40 h.p. Palmer, and equipped with an Acme clutch.

made Oct. 25, by C. L. Daniel, manager of the Canaveral Pier and Fish Company. The shipment, 10 tons of the shell fish, was made to Northern markets.

Many of the boats used in the shrimping activity, which were sunk or damaged during a storm which struck Cape Canaveral, have been reconditioned and put back in service for the Winter season.

Plans have been completed in Tallahassee to handle all the shrimp taken at the Mud Cove fishery of Morrison and Vause near Carrabelle. Heretofore, shrimp caught at Carrabelle have been thrown back; now they will be iced and hauled to Tallahassee where a fish concern has agreed to handle the entire output. Most of the shrimp sold in Tallahassee have been supplied by the Florida East coast shippers.

Shrimp catches along the Georgia Coast, at Brunswick, and the Florida Coast at Fernandina and St. Augustine, have shown an increase during the month, with the high catch of the month of 100 bushels taken by the *O'Boy*, with Captain Ed Lopez. The average catch has been from 15 to 30 bushels.

Versaggi Trawler Launched

A new shrimp trawler, built by the Mike Tiliakos boatyard at Fernandina, was launched Oct. 27 for John Versaggi of the firm of S. Versaggi Son's, prominent East coast shrimp dealers. The new boat has been christened the *Gina V. II*, measures 43 feet from bow to stern, and is powered with a 36 h.p. Lathrop.

The *Sea Farer* of Mayport, owned by Capt. Earl Wilder of Nassauville, was on drydock at the Tiliakos plant during the month for a new stuffing box, sleeve in her shaft and a new Henderson & Johnson copper bottom.

Shrimpers Blown Ashore

Two shrimpers, the *Lou* and the *Orion* were blown ashore at Cape Canaveral Bight, Oct. 16, during a heavy gale. No one was hurt, however. The Coast Guard cutter *Nansemond*, attached to Base 20, at Fernandina, went to the boats' assistance and succeeded in freeing both boats. The *Lou* was towed into Ft. Pierce, with a disabled motor, while the *Orion* proceeded to port under her own power.

The *Orion* ran aground in the same location several months ago and the *Nansemond* was sent to her assistance.

Hibbs Resigns

Will H. Hibbs, Vice-President of the Hibbs Fish Company at St. Petersburg, has announced his retirement from that firm. Mr. Hibbs has not made known his plans for future activity, but it is understood that he contemplates making permanent connection with some Southern fish producers.

Fish Kitchen Opened

A fish kitchen under the supervision of the Commissioner of Agriculture, Nathan Mayo, has been opened at Tampa in an effort to increase the sale of seafoods, and to enlarge the consumption of fish.

Eastern, L. I. Fishermen Looking For Better Method of Marketing

By J. R. Leonard

FISHERMEN as a whole, most persons will agree, are an optimistic class of people. A man who is not an optimist has no business to follow such a calling. When times are at their best, a large amount of luck or chance is a great factor in his success or failure in his daily pursuits. Fishermen's gear may be in the best of condition, kept so by careful attention, but if the fish do not come to his gear, no matter what it may be, his optimism is sure to be somewhat strained. This angle of the game has always been there, and has been accepted as one of the appointed lots of the calling, something to be overcome by careful planning. The fisherman of the past year or two has been laboring to make his financial returns equal his expenditures. It has come to the point where the fisherman's catch brings him just about enough to pay for his gasoline, oil, grub and tobacco. One of the greatest troubles on Eastern Long Island is its distance from market, and the freight rates that this distance calls for. The freight rates remain the same at all times, and cases have been noted where the freight on a shipment of fish exceeded the selling price. Fishermen may not have had the advantages of a college education, but are gifted with an abundance of good sound common sense. It is difficult, therefore, to convince them that something isn't radically wrong with their method of fish disposal. Investigations into market conditions in greater New York find but a small percentage in fish price fluctuations in retail fish markets. Hotel and restaurant prices too, are maintained at a level that would be a pleasing and a delightful experience to most fishermen. This condition has been a subject of many conversations on deck, cap log and in homes, but as yet no real concerted action has been to any degree successful. A year or so ago an auctioneer in Sayville asked for opinions, in a newspaper of that town, of fishermen as to a possibility of operating an auction fish market on Long Island. This idea evidently did not take, though cauliflower growers have adopted this method of crop disposal for the past two seasons quite successfully. This season the poultry growers have adopted the auction method of egg disposal. There are a number of fishermen's organizations in

existence, but are lethargic insofar as improving shipping conditions as far as the individual shipper is concerned. Now should be the time for one of these organizations to come to the fore, make a study of market conditions, the troubles and tribulations of the shipper fisherman, and point out to the individual the value of concerted action to better his needs.

Blue Fish

It does seem as though there must be a number of political or other disturbances in the Far or Near East, as Long Island and vicinity has been visited by a number of severe Easterly gales the past month and a half. These gales have upset fishing activities to a great extent, though blue fish bit well on bottom jigs during October. Prices remain about the same, 3c to 4c in New York and 8c among local buyers.

Scallops

Eastern Long Island scallop grounds are nearly as bare and clean as the proverbial hound's tooth. Napeague Harbor in East Hampton Town furnished the most of the crop from this section during the months of September and October. These scallops could only be taken by residents of that town, and only one dredge per man. Thousands of bushels were taken from this bay during the first four weeks of the season. Owing to the scarcity elsewhere scallops brought from \$2.50 to \$6.00 a gallon. The latter price being the highest for a number of years, so early in the season. A few bugs are reported in Great Peconic Bay, to be ready to take the latter part of November or the first of December. A few scallop craft have rigged for dragging. This change, however, has not been overly successful, as fluke have been such poor stock that a bare living only was made.

Fluke

Montauk fishermen have changed their laying position to Promised Land for the Winter. The late Easterly gales are reported to have driven most of the fluke away from these waters, so that this type of fishing has a future somewhat problematical.

Leaving for Barnegat

South Bay draggers are leaving by twos and threes for Barnegat where they hope to find better fishing. The fleet here have generally fished in Southern waters during the Winter, but this season finds them sailing South at an earlier date than heretofore.

Traps

Trap fishermen in Gardiners Bay, Block Island Sound and Great South Bays are lifting and stowing away their traps for the Winter. A late Fall run of fish had been hoped for, but did not materialize. The South Bay Fish Co., have been making fairly good hauls with their eel traps. Eel potting the past two years has been practically extinct in Peconic Bays and neighboring waters. The low market price of eels, coupled with the scarcity of sand eels for bait, is responsible for this condition.

Hard Clams

Hard clams, which for nearly a year have been very poor stock, have taken a slight rise in price and are practically the only thing taken out of the water that has shown any rise in price for the past six or eight months. Clams at present are selling at \$1.50 a tub in comparison to the price of \$1.00 a tub a few months ago.

Porgies

Peconic Bays were visted with a run of large size porgies in October, an almost unprecedented thing for this time of year. The latter part of May or the first of June, for a period of 7 to 10 days, these bays are visited with an immense quantity of this large sized fish.



The docks and railways of the Greenport Shipyard, Inc., Greenport, N. Y., under the management of August Reiter. At the left of the picture are the machine shop and the hydraulic ways. The marine railways are equipped to handle craft up to 250 feet in length, and the hydraulic ways will handle craft up to 60 feet.



From left to right: Capt. Manuel Parrone of the Provincetown flounder dragger "Elizabeth"; Capt. Needham Rodgers, skipper and owner of the Provincetown vessel "Cormorant", and Capt. Richard O'Donnell, of Provincetown, skipper of the "Beatrice S."

The Vineyard Fishermen

By J. C. Allen

OCTOBER goes astern, and there are a bunch of the Vineyarders who are glad to see it go. "Bad luck comes alongside with a month that starts on Saturday", says an old longshore saying, and there have been more tough breaks hit our floating population during the past month than for several years.

Three Fishermen Drowned

Three of our fishermen have gone under, Captain Earl Wade, Manuel Canha, of Vineyard Haven, both lost off Nomansland on the night of the first or early morning of the second, and Shubal Adlington of Edgartown, just a week later, who was seized with a heart attack and fell overboard. It was a tough break all around, and the Island has mourned deeply, especially for the first two, who were young men.

Brisk Weather

Yet, there have been many things to be thankful for and the Island folk are not unmindful of these. Luck has run very steady toward us for the best part of the month. There has been a breeze or two, real brisk weather, as you might say, when men who care for their dogs, kept them under cover for fear the hair would be blown clear off the animals. But these blows have been of fairly short duration and there has been plenty of fishing all around.

Dragging

Dragging has been mighty heavy. It has been years since the boys have scooped up such quantities of fish as they have found during the past month. Yellow-tails have been most numerous, and there has been a good sprinkling of black-backs and more flukes than usual for this time of year. Sam Cahoon, the friend and benefactor of all sea-skimmers, hailed the biggest day's receipts in ninety-odd years, more or less, on the tenth, when 63,000 pounds were hove out on his dock and darned near ran him under.

Sea-Scalloping

Sea-scalloping has been good too, and with allowance for weather when it was impossible to work gear unless it was taken well inland, the boys landed on the beds regularly, and Captain Johnny Salvadore, of Vineyard Haven, came home bringing the bacon every trip in the 3 and 1 and 1.

Hand-Lining

Hand-lining played out long before the month ended, but before the last flurry, the mosquito fleet hit some of the great-

est fishing that ever was. The scup ran heavy, so darned heavy and big that it only took about eight or nine to make a dozen, but some of the boats hooked over a thousand pounds a day with four lines working, which is some heaving and hauling if anyone should inquire.

Departure of the Depression

And then came the opening of the bay scallop season and the coincident departure of the Depression from Martha's Vineyard. Sengekontacket Pond in Edgartown and Oak Bluffs townships, and Lagoon Pond in Oak Bluffs and Tisbury townships were the first places opened on the first. Approximately one hundred and fifty men, boys and their uncles turned out on Sengekontacket on the first days of the season and a goodly crowd were afloat on the Lagoon. Plenty of scallops, ran the word from headquarters, and all hands got their limit before the day was well dawned. Ten bushels per man was the limit at the beginning, but in Oak Bluffs they saw that the market was being overworked and trimmed it down to five. The fishery is still going strong, with weeks more still in sight and the best of the beds in several towns still untouched. Depression is on the run, and the sensible notions of the various town fathers have eliminated any danger of overdoing the thing or spoiling the beds.

For instance, in these first two ponds opened, where there is much soft bottom, they allowed no power-boats, and at first, even barred a single dredge, but later allowed them to be towed from row-boats when they found that these could only be towed where the bottom is hard.

Return to Better Times

Other things under way about this time indicate a rapid return to older and better times, just as our old old-timers predicted a short spell ago.

Continuance of the run of bluefish and striped bass has boosted the sale of heavy tackle several hundred per cent, and has drawn visitors from as far West as Hawaii to try their luck in Vineyard surf.

But the wind-up of this month pretty nearly spells the wind-up of the regular fishing program. There will be plenty of handlining for cod and otter-trawling from now until Spring, but the lobster-pots are about all ashore, Rod Cleveland, whose weather predictions are always wrong, being the only man who never quits until Christmas.

The Last Sword

Only an occasional sword has shown up in weeks, and the school has probably gone. Donald Poole, of Menemsha, was the last local lad to fasten to one.



The "Governor Al. Smith", owned by Capt. Ben Curcurn, General Manager of the Producers Fish Co., Gloucester, Mass. The "Governor Al. Smith" is commanded by Capt. Joseph Secillo, powered with a 150 h.p. Cooper-Bessemer, and equipped with Hyde propeller, Hathaway winch and Edison batteries.

New Vineyard Boats

Along with this, there is the shore program which stacks up mighty well alongside of those of the past couple of years. At the shipyard of Manuel Swartz and Son, builders of whalers, wherries and wharves, there are being laid the keels for two cats, which is just two hundred per cent better than last year's prospects at this time.

One is a simple Cape Cod boat of twenty-five feet overall length, but built, of course, according to the well-known Swartz model which owns few if any superiors. But the second is something else, and she is the craft that is being watched by all the eagle-eyes of the waterfront gang.

Some Summer visitor came barging into the yard and ordered a catboat for racing. Manuel picked out a soft-wood stick, about twelve by twelve and somewhere about fifteen feet long, whetted up his jack-knife and sat down in a corner. When he arose, a long time after, that stick had vanished and in its place was a pile of shavings the size of a twenty-ton schooner. But he had his idea, and proceeded to get out his model.

Above the waterline she is just a pretty catboat, with nothing whatever to indicate that she has anything to conceal. But below the waterline she is different from any catboat that was ever launched. Every bend and curve is in its proper place, but they have been flattened and straightened until a steambox is going to be almost superfluous in timbering, and she will draw just about the same amount of water as one of these skating bugs that are found in brooks. Plenty of beam gives her stability, and her head is high, with all the graceful shear that any cat should have, and the old-timers offer the opinion that nothing of her length will be able to touch her in any sort of weather.

At the yards of the Marthas Vineyard Shipbuilding Company, at Vineyard Haven, Bill Colby and Erford Burt have laid the first keel for a small fleet that they expect to launch in the Spring. She is also a cat, twenty feet overall, with a nine-foot beam and a draught of two feet, three inches. She will carry a marconi rig, which is almost unknown on cats in these waters. Her mast will be hollow, and thirty-four to thirty-six feet from the step, and her sail will be nineteen feet on the boom. Because of the height and slenderness of this stick, it will be stepped three feet aft of the stem to allow sufficient beam for the spread of her two sets of stays. Her auxiliary engine will be a four-cylinder, twenty-six H. P. Falcon.

Gloucester Business Better Than at This Time Last Year

By E. A. Goodick

"**B**USINESS has been better the last few weeks than at the corresponding time last year," declared Thomas J. Carroll, general manager of the Gorton-Pew Fisheries Company. "It is true that it is largely on account of mackerel, but other departments have also been better. I should say that there was an upward trend, better than that of a year ago, although it is seasonal, as our business always is."

Chaney Hall, in charge of the personnel department, gave figures to substantiate Mr. Carroll's outline. Taking a period of 16 weeks beginning in July, 1931, the payroll was \$166,000. In the same 16 weeks of 1932, the payroll was \$159,000, but for the last few weeks, business has been better than it was last year by \$1,000 a week.

"The percentage on increase these past few weeks has been more than usual," said Arthur C. Davis, treasurer of the Frank E. Davis Company. "Distribution on the payrolls has considerably increased the past few weeks, due to the seasonal Fall increase partly as the workers on the wharf have been increased on account of the large amount of mackerel brought in, after the low payroll of the Summer months. In the Spring and Summer the office girls were working just in the mornings, whereas they are now working full time."

Receives Patent Protecting 19 Novel Features

Clarence Birdseye of Gloucester, has received from the United States Patent Office the patent rights on a refrigerating apparatus of his own design.

Mr. Birdseye applied for the patent April 10, 1929, and was forced to wait more than three years for recognition. He has received a patent protecting 19 novel features of the invention and has assigned his rights to the Frosted Foods Company of Delaware. The Patent Gazette describes the invention as:

Refrigerating apparatus including an inclined runway for holding a series of circular containers arranged in contact with each other, power operated means for controlling the rate of movement of said containers along the runway, said means being arranged to engage the containers while resting on and traveling along the runway, and means for flowing liquid cooling medium over the containers.

Fall Mackerel Dragging

The following have been fitted for netting: *Huntington Sanford, Emma Marie, Natale S., A. Piatt Andrew, Shirley M. Clattenburg, Louis A. Thebaud, Capt. Percy Pieroway, and Mary M., Capt. Thomas Marr.*

Winter Haddocking

The following have fitted for Winter haddocking: *Arthur D. Story, Capt. Robert O'Brien; Oretta F. Spinney, Capt. Carl Olson; Natalie Hammond, Capt. Charles Colson.*

Gone South

The following are fishing in Southern waters: *Jorgina Silveria, St. Teresa, St. Providenza, Nova Julia, Santa Maria, Marietta and Mary, Hoop-La, Salvatore, Ramona, Beauty St. Joseph and Superior.*

Brings Oil and Fish

Still showing her old-time racing form, local schooner *Arthur D. Story*, one of the very few vessels depending on sail for power, arrived at the Fish Pier in Boston from Port Saunders, Newfoundland, with a cargo of salt fish and cod oil. The 1,000 mile run from the Newfoundland port, was made in seven days.

Land Big Trip Horse Mackerel

The largest single fare of albacore, or horse mackerel, to be landed at the Boston Fish Pier, and as far as is known the largest trip taken in Massachusetts bay, was landed at the Pier by the local seiner, *Angie and Vence*. There were 70 of the fish averaging about 100 pounds each, and were taken when the crew of the seiner set around a school of fish off Plymouth.

Maine

Sardine Packers Seek Higher Tariff

By Alfred Elden

CANNED fish producers testified on October 25 at a customs bureau hearing, that unless they had prompt relief from fish product importations, their business would be wrecked.

They attributed dwindling business chiefly to competition from Japan and Norway.

Francis H. Harding, Watertown, Mass., treasurer of the Wm. Underwood Co., representing the Maine sardine industry, said its plight was serious and that 23 firms with 35 plants on the coast were threatened by sardines from Norway. He said 35,000 people depended on the industry for their livelihood.

Norwegian sardines were sold in this country for \$3.10 per case of 100 cans, he said, whereas it cost the Maine packers \$3.95 per case for a similar grade which was now being sold under cost at \$3.45.

He added that Norway sends 70 per cent of all sardine importations. In 1930, Harding testified, 287,000 cases of Norwegian sardines were imported while Maine's production was 1,300,000. In 1931, the Norwegian production increased to 778,000 cases while the Maine production dropped to 833,000 and this year with the pack virtually finished Norway had sent 906,000 cases to the United States while the Maine pack had dropped to 330,000 cases.

Harding and James Abernathy of West Pembroke, Me., said that with the plants closed the Maine municipalities were being forced to care for thousands of persons who could be given work if the Norwegian imports were stopped. They testified that the price of the Norwegian sardines in Norway was higher than that for which they were sold in the American market.

E. D. Clark, manager of the Association of Pacific Fisheries, Seattle, said Japanese packers were taking advantage of depreciated currency to flood this market with fish products which had been turned away from France and Great Britain by higher tariffs.

Sardine Meal Valuable

Finding Maine Coast Sardine Meal high in vitamin content and proving its value in poultry feeding tests, the Maine Agricultural Experiment Station believes its discovery may be a factor in reviving the sardine herring industry.

The Addison Packing Co. has begun the manufacture of chicken feed from the refuse left from the sardine packing. It is testing the Maine State Agricultural Experiment Station's assertion that there is money in such procedure.

Sea Salmon

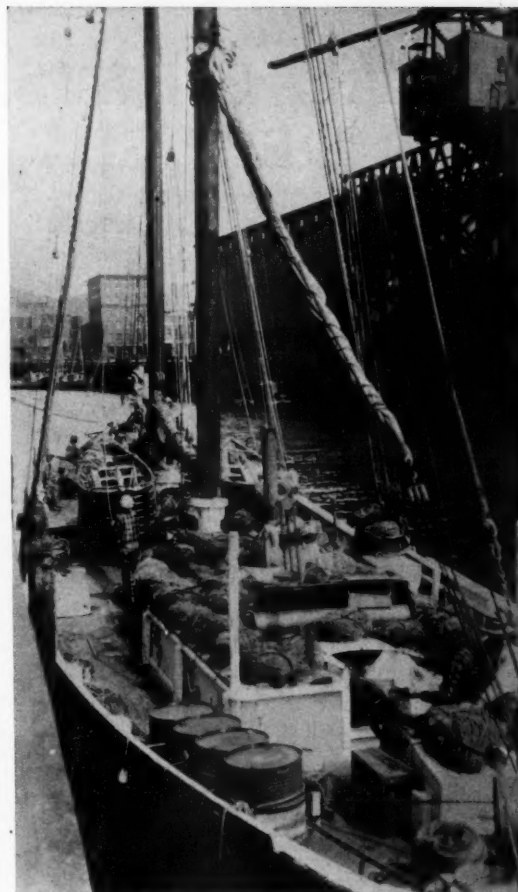
Enormous sea salmon estimated to weigh 20 to 25 pounds were swarming up Sourdabscook Stream near Bangor going through the new fishway to find suitable spawning grounds. This is regarded as a demonstration that the sea salmon can be brought back to Maine streams and rivers by installing proper fishways.

Eastport

George Beardsley, of Newark, N. J., a member of J. W. Beardsley's Sons, who operate a large fish packing establishment at Eastport, and Daniel Waddell, one of the firm's engineers, have been spending several days in the Maine city on business connected with the local plant. This firm enjoys the distinction of being the "farthest east" shore business house in the United States. It is close to the Canadian line.

Bass Harbor

For the first time in years mackerel swarmed into Bass Harbor in such large quantities as to prove a blessing to the people. Averaging about a pound and a half apiece they



The Gloucester halibut fisherman "Adventure", Capt. Jeff Thomas, at Portland for bait and ice.

were caught in the outer harbor and even from the wharves. Every household now faces the Winter with a fine supply of the fish salted, corned or potted.

The rush of mackerel to Bass Harbor attracted two big sharks that raised havoc with the fishery until Bert Rowe killed one with a large fish knife. He hooked on a nine-thread line and battled an hour before he could administer the coup de grace. The shark weighed 400 pounds. Bereft of its mate the other monster disappeared.

Kennebunkport

The B. F. Warner yard at Kennebunkport, Me., has started to build a 55 ft. fishing boat for Connecticut parties, Warner design, and to have two 60 h.p. Palmer engines, also Monel metal shaft and struts, Hyde wheel, Marine Household stove, and Willard Batteries.

Portland

Chas. F. Guptill Company, ship chandlers and marine hardware dealers, one of the oldest companies in Portland, has been 80 years in the same location. A. E. Manning, Manager, is distributor for Columbian Rope, Shipmate ranges, Carter oilskins, dealer for Kirby, Tarr & Wonson and Sterling paint and varnish products. He also handles Linen Thread products, Samson Cordage, Roebling Wire Rope, Kuhls Elastic Seam composition, Eveready Dry and Hot-Shot batteries, Hyde propellers, Baker compasses, Thos. Laughlin marine hardware, Perko lamps, Boston and Lockport blocks, Mustard and Arthur James hooks. He sells marine hardware all over the state.

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Lunenburg

Review of Spring and Summer Seasons

By H. R. Arenburg

THE Lunenburg salt fishing season has ended and those of the fleet which are not being placed in the Winter fresh fishing have been stripped of their equipment and placed in the stream in their berths for the Winter months.

The fleet did not engage in a frozen baiting trip this year as is their usual custom. The amount of returns received from the sale of the catch did not warrant the expense entailed and for this reason it was about a month later than usual when the first vessel sailed from the port. Even on this spring trip the number of vessels sailing were greatly reduced from the Spring fleet of other years. There were only half as many sailed on this trip as in the 1931 season, seventeen as against thirty-four last year.

All throughout the fishing season Lunenburg's harbor presented a most unusual appearance. From the first of March until the end of September the harbor is usually bare of spars, every craft being out on the Banks, but this year the number of vessels absent from the port could hardly be missed from the main fleet in the harbor; it was continuously filled with idle shipping.

Even on the Summer trip there were only twenty-six schooners engaged in the fisheries as against forty-six in 1931. On the other hand, the average catch for the schooners was quite a number of quintals over what it was last year. In 1931 the forty-six schooners landed a total of 94,959 quintals or an average per schooner of 2,064 quintals while in 1932 the gross landings for the twenty-six schooners engaged in the fleet amounted to 72,550 quintals or an average per schooner of 2,790 quintals. Even this increase in the average landings does not make the outlook for the season very promising. The demoralized condition of the fishmarkets, which still persists, does not hold out any hope that a sufficient amount will be realized for the catch to make this year's venture a financial success. There is no price set as yet for the Summer catch but the Spring catch of 22,200 quintals brought only \$3.25 per quintal for small fish and \$4.25 per quintal for large, and, at the present time, it does not look as though the price for the Summer fish will be any larger and there is a possibility that they will not bring so much.

The increase in the average catch of fish is due to the fact that a larger portion of the fleet are this year vessels that are equipped with power. The schooner *C. J. Morrow*, Captain Abram Cook, in which engines were installed before she began her operations this year, was the last schooner to be equipped with power, and this brought the number of power equipped schooners up to a total of thirteen or fifty per cent of the entire fleet operating this year.

The highliner in the trawling fleet was the schooner *Marguerite Tanner*, Captain Angus Tanner, with 4,400 quintals, and the highliner among the handliners was the *Isabel Corkum*, Captain Corkum, with a catch of 3,700 quintals.

One of the schooners, *Marjorie Backman*, Captain Gosling, met with a most unfortunate accident. She fished the entire season out of Newfoundland and landed from her Spring operations 1100 quintals. During her Summer trip she operated quite successfully and with a trip of 2,600 quintals started for home, when she met disaster on the Newfoundland coast and went to the bottom. Her crew were all saved and taken to Newfoundland, but the results of the Summer season's work went with the schooner and so the season's work will result in very little return to the crew.

Two men were lost from the fleet during the fishing season. The sea always exacts its toll from among the members of the crews but this year the casualties were not so great as in previous years. The first man lost was Archibald Wambach, of Mount Pleasant from the schooner *Mable Dorothy*, Captain Foster Lohnes, on the first day she was out on her Spring trip.

He was returning to the schooner when his dory upset and drowned before assistance could reach him. The other was James Buckler, of Port aux Brau, Newfoundland, who washed overboard from the deck of the schooner *Mary Hirtle*, Captain Cleveland, just at about the close of the fishing season.

Some of the schooners will engage in the Winter fresh fishing. At the present time the schooner *Marguerite Tanner*, Captain Angus Tanner; schooner *C. J. Morrow*, Captain Abram Cook, and schooner *R. B. Bennett*, Captain Albert Selig are operating out of Lunenburg, landing their catches with the Lunenburg Sea Products, Limited. The schooner *Irene Mary*, Captain Leo Corkum, and *John H. MacKay*, Captain Ornan Mossman, have been operating out of Digby, and the schooners *Shirley B. Corkum*, Captain Foster Corkum, and *Harriet and Vivian*, Captain William Deal, out of Halifax.

The following is a list of the schooners engaged in the 1932 fishing season with their Spring and Summer catches:

Schooner	Spring Summer	
	Catch	Total
<i>Marguerite Tanner</i> , Capt. Angus Tanner	1700	4400
<i>Irene Mary</i> , Capt. Leo Corkum	1500	3900
<i>Bruce and Winona</i> , Capt. Arnold Parks	1250	3450
<i>Mavis Barbara</i> , Capt. Henry Creaser	1100	3400
<i>Harriet and Vivian</i> , Capt. Wm. Deal	1000	3200
<i>Howard Donald</i> , Capt. Tanner	.....	3200
<i>Marshall Frank</i> , Capt. Frank Risser	1200	3000
<i>Mable Dorothy</i> , Capt. Foster Lohnes	1250	2950
<i>Isabel Spindler</i> , Capt. Spindler	1000	2850
<i>Mary Hirtle</i> , Capt. Cleveland	.....	2800
<i>Maxwell Corkum</i> , Capt. Corkum	950	2700
<i>Margaret K. Smith</i> , Capt. Backman	1100	2700
<i>Pauline Winters</i> , Capt. Corkum	.....	2600
<i>Jean Madelyn</i> , Capt. Deal	900	2600
<i>Progressive II</i> , Capt. Carmen Knock	800	2550
<i>Palitana</i> , Capt. Meisner	.....	2500
<i>C. J. Morrow</i> , Capt. Abram Cook	1000	2500
<i>Douglas Mosher</i> , Capt. Lohnes	600	2300
<i>Managua</i> , Capt. Edward O'Neil	700	2300
<i>Daisy Marguerite</i> , Capt. Selig	.....	2000
<i>Bessemer</i> , Capt. Thos. Himmelman	800	1900
<i>Eva U. Colp</i> , Capt. Richards	.....	1800
<i>Marjorie Backman</i> , Capt. Gosling	1100	1100
Handliners:		
<i>Isabel Corkum</i> , Capt. Corkum	1600	3700
<i>Gloria May</i> , Capt. Corkum	1400	3600
<i>Rex Perry</i> , Capt. Fralick	1250	2650

Totals 22,200 50,350 72,550
26 vessels.

Total catch 72,550 quintals. Vessel average 2,790 quintals.

Memorial Service

The Annual Lunenburg County Fishermen's Memorial Service was held on Sunday afternoon, October 9, from the bandstand. The ideal Autumn day brought hundreds of people to the town to participate in the impressive service. Flags were at half-mast along the entire waterfront in commemoration of the event. Not a season passes in connection with the operations of the Lunenburg fishing industry but that some vacancies within family circles occur. This year, not only in the Lunenburg fleet, but also in the Gloucester fleet has the sea taken its toll of the lives of Lunenburg fishermen. During the year four men of that fleet have found watery graves, namely Charles Knickle and his son Harold, lost from the schooner *Eleanor Nickerson*; Edward Zinck, of Rose Bay, who was washed overboard from the deck of the schooner *Gertrude Theband*; and Edmund Corkum who was lost from the schooner *Eleanor Nickerson*. Two were lost from Lunenburg vessels, one on the Spring trip, Archibald Wambach, of Mount Pleasant, who was drowned by the swamping of a dory on April 4 from the schooner *Mable Dorothy*, and the other James Buckler, of Port Aux Brau, Newfoundland, who was washed overboard from the deck of the schooner *Mary Hirtle*, on September 14. Another young man, of Upper LaHave, Clayton Crouse, lost his life while sailing on the La Have River during the month of August.

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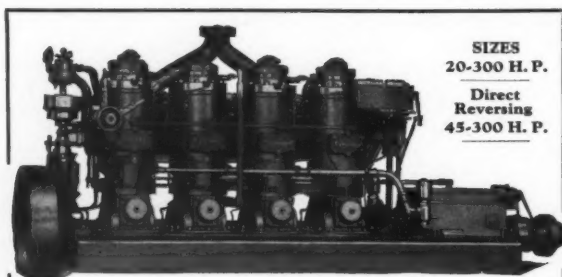
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How Insurance Risks can be Lowered through the Engine Room

By S. Burton Gorrell

THE present economic condition of the industry is responsible for the unseaworthiness of a great many boats. There are numerous instances where the equipment aboard is very inadequate. Fire extinguishers have proved to be totally or partly discharged in times of dire necessity, thus causing great damage or total loss of the craft. The excuse given in cases like these is that the skipper or owner knew of such a condition but failed to cooperate because the boat "is insured". Pumps in the engine room and on deck are faulty due to lack of spare parts and necessary repairs. Many times the engineers have insisted upon having aboard small auxiliary equipment such as an air compressor or a generator, but met opposition from the owner with the remark "the boat has always operated without it, so why place it aboard now?" Yet some weeks later that same boat would be towed from Georges Banks merely because the air was lost and the engineer was unable to start the engine.

The next factor to be considered is that a boat is no better than her engine. An engine is no better than the engineer. Without an engineer who knows an engine, and why it runs instead of why it does not run, a boat cannot be seaworthy. The root of all engine trouble lies in the fact that the engineers can not or do not apprehend approaching difficulties. There has always been a tendency on the part of the owners and skippers to take a man from a dory or off the deck and place him in the engine room merely because he is a good worker or a congenial fellow, rather than to first consider his abilities and qualifications. The writer, as an engineer having experience on both land and sea, firmly maintains that before a man is given command of an engine room he should be subjected to a thorough examination as to his knowledge and qualifications. In this way only can the owner and skipper be assured that the machinery aboard will prove to be an asset instead of a liability. It seems inconsistent with sound business principles to place aboard a vessel expensive equipment representing a large investment, and at the same time put a man in charge who can only start and stop the engines. The majority of engineers going to sea today aboard the fishing vessels receive no financial remuneration from the owners or operators. The standard wages from the crew on the vessels, draggers, and a few of the beam trawlers is ten dollars a trip and a share. If the craft in question is making a share the engine rooms are kept up, if not there is no interest taken in any part of the boat. In such a case the engineers will not look after the necessary details, thereby lessening the seaworthiness of the craft.

Why not pay the engineers a wage and keep them interested in the continuous operation of the vessel? I have observed very closely that the operators who pay a living wage have more competent engineers, less trouble, and at the end of the year their repair bills have been reduced, despite the fact their boats made more trips.

Additional to this, the electrical equipment is to be considered. I have in mind one trawler the deck of which leaks. In heavy seas and during adverse weather conditions salt water runs down over the switchboard. This condition endangers the lives of those in the engine room and is directly attributed to the skipper and owners who have refused to remedy the situation because "it has always operated in like manner". Faulty wiring and insecure splices in the cables have a great many times been the cause of serious accidents. Running lights have failed in rain, snow, and gales of wind, just at the time when such were needed most, and loss of life and property have been the result.

It seems good business for the operators to keep their vessels in first class condition, place upon the craft engineers who know how and will take an interest in their department. They should receive sufficient compensation to keep them interested, thus doing much to eliminate all possibilities of the power plant being disabled at sea.

LOST FISH ARE DOLLARS GONE BRING THE CATCH BACK SAFELY WITH

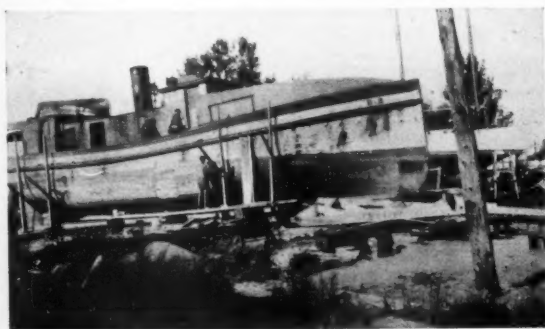


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The "Nomad", a trap fish boat owned by Coggeshall Bros., of Newport, R. I. She is powered with a 75 h.p. Wolverine engine; Hyde propeller and Willard batteries.

Macatawa, Michigan

TWENTY-SIX years ago Jesiek Bros. started in business in Grand Rapids, Michigan, with a little old-time fleet of pleasure boats. Now at Macatawa they have 900 feet of lake frontage and a large fleet of yachts and cruisers. Before the big hotel fire of eight years ago, which destroyed 400 cottages, Jesiek Bros. operated two ferry boats and did a big excursion business. After that, they started their shipyard and marine railway. They build and repair boats, and have storage for 100 boats. In addition to three boat houses they have their own club house for the convenience of the boating public. They carry a complete line of marine supplies and hardware, paint, oils and varnishes, and everything marine.

Southern New England Meeting

THE regular monthly meeting of the Southern New England Fishermen's Association was held in Mystic, Conn., on October 7. The report showed that thirty-five new members had been added to the Association.

Capt. John Smith, President, urged a larger attendance at the regular meetings which are held on the first Friday of every month at 2 P. M., in the I. O. O. F. Hall, at Mystic.

Information regarding the Association may be obtained from Joseph S. MacDougall, Ocean View Heights, Mystic, Conn.

It was suggested that branches of the Association be started at Montauk and Edgartown. Dr. James H. Weeks recommended a legislative committee to represent the fishermen.

TANGLEFIN NETTING



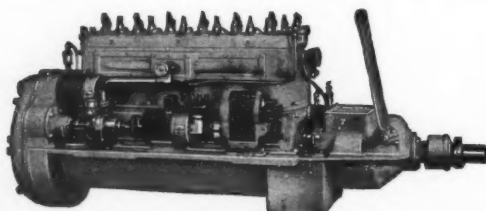
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Capt. John Johnson of the "Jennie J.", mending a tear in his otter trawl at the Ocean Fisheries Wharf, Ottens Harbor, New Jersey. (Right), A typical Southern New Jersey fisherman's small fishing boat, shown alongside the "Morning Star", of Wildwood, N. J., owned by Capt. John A. Johnson. These boats are carried aboard the schooners and launched on the fishing grounds, "squidding" around the mother ship all day and returning only when fishing becomes slack.

South Jersey

Scup Fishery

Underway and Promising

By Capt. F. Widerstrom

IT'S going to be a "South Jersey Year"! Already many of the New England fishermen have arrived at Wildwood and Cape May for an early start in the Southern Scup fishery which is due to get under way about November 15th. The forerunners of the fleet have already located scup, bass and fluke all the way from Northeast End Lightship, off Five Fathoms Bank, to the Virginia Cape region.

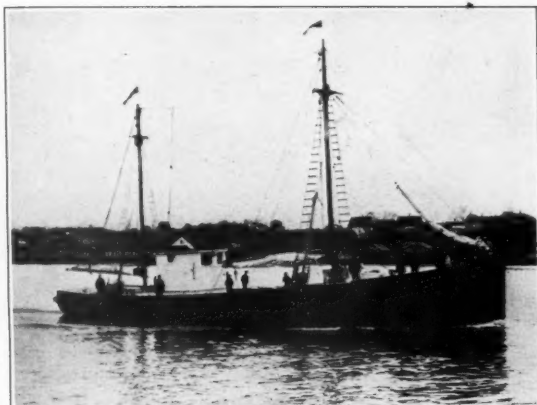
Several of the northern vessels plan this year to join the South Jersey fleet in the December cod fishery on Sea Isle Shoals, off Sea Isle City and Townsends Inlet, and on McCrie's Shoals. Should prices remain firm they will have little trouble making "real money" for the several weeks in which the Southern migration of cod is rather heavy. If the cod fishery should fail to come up to expectations they can go a bit further South after the Summer species of fish.

While this Southern fishery is a comparatively new one it can be traced back to the pioneer trawl net fishermen in Wildwood just after the World War. Captain Ed Brex, formerly of the *Hilda* and later of the recently lost *Hilda Marie*, was one of the genuine pioneers in this Southern fishery. Captain Brex sails from Schellenger's Landing in Cape May, and was among the "first five" for the past three consecutive years.

Captain Martin Jensen, well known from Maine to Florida for his fishing ability, is another of the men that have really made this fishing a profitable venture. He has been connected with the Aspen Fishery Products Company at Wildwood who operate the *Riverside*, *Shannon* and *Caspian*.

Captain Peter Munson, owner of the *Alma Bell*, and now a successful retail store manager, was one of the first to go to Fenwick's Island Ridge after fluke during the late Fall season. The late Captain Barney Parsons was another of the genuine pioneers. Captain Ed Dahl, of the *Rascal*, developer of the Wildwood clam industry, is another of the first men in the trawl fishery.

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150 H. P. 4-cycle "Wolverine-Diesel"

Engine—Speed 10 knots

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Digby Scallop Season Opens In Digby-Annapolis District

By J. F. Hillman

THE scallop season has opened in the Digby-Annapolis district, and while prices are low at the opening, that will not deter the fishermen from operating their boats. There have been lean years in the scallop industry, but the fleet will continue to operate just the same.

It is understood that more boats will fish out of the Digby port than last season. Among the boats starting will be the two owned by Floyd Snow, operated by J. Simms and G. King. Roland Wormell will skipper his own boat, the *Gonac*.

The craft owned by F. Anderson will have V. Haliday in charge. Ansel Snow will operate the *Pines*, and Leo Stark will be the operator of Horton Stark's boat.

There will also be several boats fishing out of Annapolis county ports and several of those may later make Digby their base of operations.

Vessels Landing Catches at Digby

Reminiscent of the days when Digby was one of the busiest fishing ports in the Maritime Provinces, two Lunenburg fishing vessels the *John H. MacKay*, Capt. Mossman, and the *Irene Mary*, Capt. Leo Corkum, landed fish here for the Maritime Fish Corporation. The vessels landed between 70,000 and 80,000 pounds of fresh fish. It is understood that if the vessels are able to operate on a paying basis, they will continue to bring their catches to Digby during the Winter months. In the old days it was a common sight to see the spars of a large fleet of the finest vessels in Nova Scotia in the port of Digby. It is hoped that the two Lunenburg fishing vessels are the vanguard of a fleet that will again use Digby as a home port.

P. E. I. Fishermen Want Oyster Beds Opened to Public Fishing

By M. E. McNulty

THAT the revived oyster beds at Bideford River mouth, and elsewhere on Prince Edward Island, should be opened to public fishing, rather than be leased, is the sentiment among the fishermen of the Island following reports that the Dominion Department of Fisheries intended to lease the beds that have been restored to productivity. Several meetings to discuss this vital question have been held at Charlottetown, Summerside and Georgetown, and the result has been the passing of resolutions calling on the Government to announce public fishing, with restrictions, rather than leasing.

Lobsterman Drowned

Lawrence Boutillier, a 21 year old fisherman, who was drowned while working with Melbourne Polley, a Cape Spear, N. B., fisherman, had been employed by Mr. Polley about a month. While inspecting lobster traps, with Mr. Polley and another Polley employe, Gerald Allen, the young man fell overboard, stumbling over a lobster crate, while steering the boat, which was then about two miles off shore in Northumberland Strait. His home was at Spry Bay, N. S.

Capt. Boudreau Sticks to Sails

Of the 23 gasoline boats and a dozen flat boats in the lobster fleet, at Cape Binet, N. B., this year, there was none better than his sailboat, according to Patrick Boudreau. Pat was the only lobsterman in the Cape Binet group who stuck to sails, and, despite the handicap, he did well. Pat lives at Barachois, N. B., and he has spent 54 of his 67 years as a lobster fisherman, not once forsaking the duck sails.



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The fishing schooner "Elk", owned by Gorton-Pew Fisheries Co., of Gloucester. She is 102 ft. long and equipped with 16 cell Exide Ironclad Marine Battery, which is used principally for lighting, but can furnish power for auxiliary bilge pumps, air compressor and winch.

Canso Looking Forward To Winter Haddocking

By Cecil Boyd

NOW that the weather shows some signs of settling down and Winter haddocking is coming on, it is hoped that conditions will improve.

Similar arrangements to those in force last year have been made by the Fisheries Department with the local fish buyers in regard to the storage of fishermen's baited trawls. The Government pays the cost of icing and salting these freezers, where the fishermen can keep their baited trawls overnight, thus preventing the loss of bait spoiling during non-fishing days caused by bad weather, etc. D. H. Sutherland, Supervisor of Fisheries, Halifax, and Fisheries Officer Fraser, of Pictou, were in town making the necessary arrangements.

Petit de Grat

G. R. Earl, of the Department of Fisheries, and Capt. Wilson, of Pubnico, Yarmouth County, were in Petit de Grat, Richmond County, during October, instructing the fishermen of that important fishing section in the proper method of putting up boneless cod and pickled fish. Capt. Wilson has been there during the Summer teaching the fishermen how to properly prepare fish for the domestic and foreign markets.

Line fishing in that district is over for the season and fishermen are getting ready for the trawl fishing. Some smelts were taken during the middle of the month, but later were reported scarce.

Ten Years Ago in the Atlantic Fisherman

ON Saturday, October 21st, the first race of the International Series was held off Gloucester. The *Henry Ford* won the first race by 13 to 15 minutes. During the second race the *Ford* was ahead most of the time, but during the latter part of the race the *Bluenose* made considerable gain, and the *Ford* won only by 2 minutes and 26 seconds. The *Bluenose* won the third race by 7 minutes and 23 seconds. On October 26 the deciding race was held. This was a difficult race as practically all the way the vessels were only a few seconds apart. The *Ford* had the misfortune of breaking her foretopmast, but Capt. Walters reduced the sails of the *Bluenose* to that being used by the *Ford*. The *Bluenose* won the final race of the series by a margin of 7 minutes and 51 seconds.



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Wide Power Range is Feature of Improved Vertical Gas Engines

AN improved line of vertical four-cycle gas engines, covering an unusually wide power range in a variety of cylinder combinations, recently has been announced by the Worthington Pump and Machinery Corporation, Harrison, N. J. These units are built with one to eight cylinders and 30 to 150 horsepower per cylinder, thus meeting all power requirements from 30 to 1800 horsepower. Due to the ever-expanding territory in which gas—both natural and manufactured—is available at low cost, these engines should find wide application as prime movers in a wide range of industries. The fact that they can be converted to Diesel operation makes them additionally attractive.

Many unusual details of construction are incorporated in these engines, among them being: A mixing valve, common to all cylinders and adjustable through a single knurled hand-screw, is employed on all but the largest units. Separate air and gas mixing valves—independently adjustable for each cylinder—are installed in each cylinder head of the largest engines. In all but the smallest units, air inlet and exhaust valves are carried in removable and interchangeable cages, the exhaust valve cages being water cooled; in the smaller engines, these valves (also interchangeable and adjustable) seat directly in the cylinder head and operate in removable bushings.

The manufacturers state that these engines can be readily converted to Diesels at moderate expense. Fuel pumps and spray valves replace magneto (or battery) and spark plugs; mixing valves are omitted; and Diesel cylinders, with smaller valves in the heads, are substituted. Hence these units need not be replaced when, for any reason, it becomes necessary or desirable to substitute oil for gas as a fuel.

The Story of Rope in Talking Pictures

THE Plymouth Cordage Company, of North Plymouth, Mass., and Welland, Canada, has announced "The Story of Rope" in Talking Pictures. The announcement states: "There is a wealth of romance in the story of rope. It enters closely into the affairs of everyday life. It touches the widest range of human activity."

Among the illustrations are the following: Native Filipino at work cleaning manila fiber in the far-off Philippine Islands, preparing the fiber for spinning, the spinning room with its hundreds of flyers, horizontal forming machine making strands, vertical laying-machine making oil-well cable.

Arrangements may be made, without charge, to show this new talking picture, which runs about thirty minutes in length.

The Plymouth district sales branches are equipped with a 400 watt 16 mm. R. C. A. portable sound projector and screen, with all necessary connections to set up and show this talking picture film by arrangement. The film is non-inflammable and may be shown anywhere within reach of a power outlet carrying 110 volt alternating current, without restrictions as to fire and insurance regulations.

New Coast Survey Chart

NEW England waters have recently appeared on an entirely new chart published by the U. S. Coast and Geodetic Survey. This chart covers the coast from Portland to the Cape. The officer in charge of the Boston office at the Custom House says that the chart is Number 50 and is on a scale of about three miles to the inch and is one of a series of coast charts of which Numbers 51 and 52 are well known as charts of the southern coast of New England. It is now possible, for the first time, to use only one chart in going from Portland to the Cape Cod Canal.

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FOR 3 GENERATIONS

The Importance of Fish Scale Essence

PROMOTING the complete utilization of the natural resource represented by fish is one of the important tasks of the U. S. Bureau of Fisheries, according to Commissioner Henry O'Malley who points out that scales from fish resulted in a gross income of \$134,000 to fishermen in 1928. This sum was paid to fishermen for 2,344,000 pounds of fish scales from which to produce fish scale essence, a product which in turn has a wide variety of uses.

The fish scale essence when incorporated properly with celluloid plastics makes the finishes which have a luster comparable to mother-of-pearl that promotes the sale of many articles. It is used extensively in the manufacture of all lines where lacquers are applied to celluloid articles, inexpensive jewelry and metal ornaments. One of the later developments is to include fish scale essence for decorative purposes, in interiors and exteriors and on the body work of automobiles, leather goods and furniture.

"The outstanding point of importance", said Commissioner O'Malley, "is that methods of manufacturing fish scale essence developed in the United States have reduced the price of this article from about \$500 a pound to around \$10. This makes possible a wider application of the substance to industry."

Much of the Bureau's work was done by Harden F. Taylor, a technologist, who published his study under the title of "Pearl Essence, Its History, Chemistry and Technology." Mr. Taylor found that fish scale essence is made from the silvery substance deposited in the skin of the fish. This substance when rubbed off the scales, freed of foreign matter and suspended in a suitable liquid constitutes pearl essence. When applied to the inside of hollow glass beads or the outside of solid ones, makes an excellent imitation of the natural pearls.

Ailsa Craig Acro-Diesel Engines

H. MILLS GARNER, Inc., 30 Church Street, New York, United States Agents for the Ailsa Craig Motor Company, report a steadily increasing interest in these cold starting, full Diesels in the small horsepower range, both for marine and industrial use.

Sales made include a VD-4, 40/60 h.p., to a Long Island fishing boat, and a DD-2, electrically started, to the New England Distributors, Boston Marine Stores, Inc., for use in a harbor boat.

Announcement is made of an important addition to the DD Series, a Straight Eight, 75 h.p., weighing 2400 lbs., with a length of 86 in., which should be an ideal power plant for the medium size cruiser. The other models, including a 6 cylinder, 60 h.p. weighing 1800 lbs., a 4 cylinder, 38 h.p., weighing 1250 lbs., a 3 cylinder, 30 h.p., weighing 1100 lbs., and a 2 cylinder, 20 h.p., weighing 850 lbs., round off a very complete range of small Diesels suitable as auxiliaries and units in all types of power boats.

The exclusive New England Distributors for the Ailsa Craig Diesels are the Boston Marine Stores, Inc., 88 Broad St., Boston.

150 Hours Full Load Non-Stop Test**Buda M.A.N. "Shock Absorber Head"****Marine Diesel**

THE Buda Company has built Diesel engines of the high speed class for some years in collaboration with the M.A.N. Company of Augsburg, Germany, who in turn pioneered the Diesel in its infancy and have always built an advanced product.

A few years ago Diesel engines running at 1000 R.P.M. were classified as high speed jobs. However, several hundred of these operating in diversified lines of duty have operated without evidence of any difficulty due to high speed. Many have operated several thousand hours under full load conditions without even a normal overhaul.

Bearing trouble, rod, piston and crank troubles have been practically eliminated and these parts are the ones always questioned in high speed work.

Recent design practice established by laboratory and field tests by the Buda and M.A.N. Companies over a period of the past three years, indicate that high speeds are desirable in a small Diesel engine. Combustion has been developed to a high point of efficiency and ways have been determined to take advantage of the economy of the Diesel cycle, with the compression ignition engine operating under a condition of low combustion pressures which insure long life and quiet smooth operation.

The $5\frac{1}{4} \times 7$ six cylinder full Diesel engine recently built by The Buda Company, not only incorporates the very latest in the way of simplified and flexible Diesel combustion, but is made up of component parts especially developed by Buda engineers, lending themselves to simplified manufacture and greater durability.

The accompanying illustration shows the Buda-M.A.N. Marine Diesel engine, model DM6-17, under 150-hour full load non-stop test at the company's laboratory at Harvey, Illinois, operating at 1200 R.P.M. This is a six-cylinder, full Diesel, $5\frac{1}{4} \times 7$, rated 104 h.p. at 1200 R.P.M., 125 h.p. at 1500 R.P.M., at 75 lbs. B.M.E.P.

Hourly examination of dynamometer reading, inlet and outlet water temperatures, fuel consumption, oil temperatures in the sump, oil temperatures in the cooler outlet, barometric reading, room temperature and lubricating oil consumption were taken throughout the entire 150-hour run. Exhaust gas temperatures were also measured and local temperatures of the cylinder block were taken at six points. Local cylinder head temperatures were checked at four points each and volume of water delivery from the engine, as well as lubricating oil capacity were also checked and a complete log was kept covering the run.

The fuel oil consumption at 75 lbs. B.M.E.P. amounts to .45 to .5 lbs. per B/HP/HR. The use of the oil cooler is justified as proven during this run, as it enables the operator to use the light oil which results in greatest horsepower output.

During this test the cooling was arranged to hold the jacket water below the temperatures causing salt precipitation for sea water.

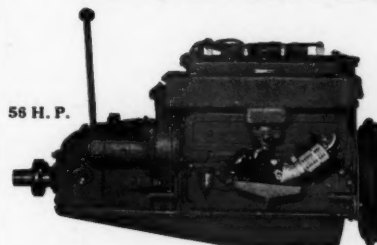
After the test the engine was disassembled and all parts carefully examined for wear or evidence of faulty design, and it was found that all parts functioned normally.

This engine was operated during this test run at 75 lbs. B.M.E.P. which is very conservative and results in a long engine life. However, it is easily possible to carry 90 and 95 lbs. B.M.E.P. at higher speeds with clean exhaust. The 75 lb. rating is conservative and considerable reserve power is built into the engine.

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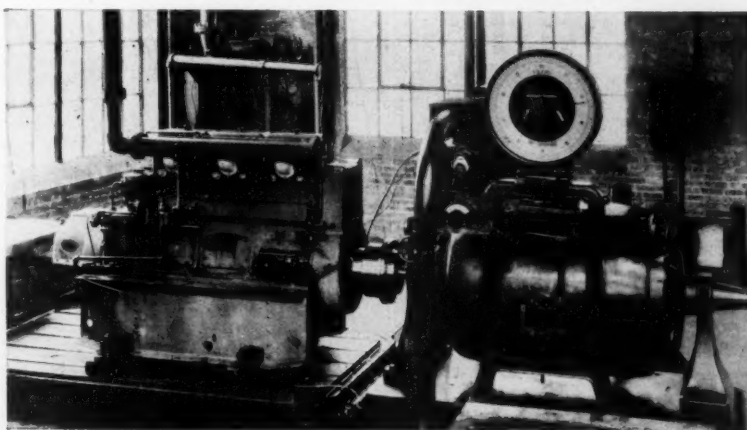
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A 34 ft. fishing boat, new this Summer. Powered with Gray Model 380, 14 miles an hour. Cypress planking. Apply F. D. Winchenbaugh, Friendship, Me.

Boat *Nova Girl*, for fishing or pleasure, 40 ft. x 10 ft., square stern, two years old, complete, \$1000; also fishing boat, 26 ft. x 8½ ft., complete, \$225. Both boats being used. Write for particulars. Fred O. Gilbert, Pemaquid Beach, Maine.

Hill Diesel Marine Engine. Six cylinder 5 in. x 7 in. engine, latest type, solid injection, 75 H.P. at 1000 RPM. Electric starting. First class condition priced to sell. J. Frank Knorr, Inc., Miami, Florida.

1 Kongsburg harpoon gun, made in Norway, including 6 darts and ammunition, \$125. Apply Hans Haram, Schooner Viking, New Bedford, Mass.

New 37-foot boat, square stern, without engine. Address B. F. Warner, Kennebunkport, Me.

Menhaden Steamer *A. T. Serrell* rebuilt at Newport Shipyard. Hull in splendid condition. 75 gross tons, 71 feet long, 19½ feet wide, 8 feet draft. Boiler, pumps, engine and all equipment in excellent condition. Must be sold. Price upon application to Tallman & Mack Fish & Trap Company, P. O. Box 217, Newport, Rhode Island.

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A schooner 49 ft. x 12 ft. 4 in. beam, 12 tons net register, draft 4 ft. 2 in. Very heavy build; planking 2 in. thick, 4 years old, best of condition. Two large cabins, has sleeping quarters for 5. Will sell reasonable, but not giving it away. 24 H.P. Lathrop engine, 2 cycle, 2 cyl. Can be seen any time upon previous notice, either in water or out for inspection. No dealings with agents or middle-men. Boat is clean inside, and a regular home Summer or Winter. Good sailer and will make 7 or 8 miles under power, and very dry. Address Box G. S., Atlantic Fisherman, Goffstown, N. H.

